

WOMAN'S WORK

The Farmhouse Floors.

"We live on a farm and one of my great trials is the dirt that the men and children bring in on their boots. I don't want to be a scold. How can I induce them to clean their boots before coming into the house?"

"A FARMERS WIFE."

I think if you will provide the necessary appliances for cleaning the boots, and have a quiet, friendly talk with your men and children, you can interest them in saving you both work and worry.

Do you not have an outer-room where they take off their heavy garments and wash? Put in this room two or three stiff, half-worn brooms and a couple of rough mats; husk mats would be useful for this purpose. Ask your people to scrape their boots before entering the house, then to clean off the boots with the brooms, and finally to rub their feet on the mats. This will confine the dirt to one place, and I am sure that the children and men will try to do their part to keep this room as clean as possible.—Ladies' Home Journal.

Nagging, Taen Humoring, Children.

A letter from a dear friend had this request: "I wish you would write to Tom and see if you cannot influence him to change his ways. He is sullen and indifferent and I seem to have no influence over him. I know you might." Here my heart went out in sympathy to this disconsolate mother. Her boy is a very handsome, bright boy, by nature affectionate, but very wilful and disposed to sulk. There have been many contests for supremacy between these two, and in almost every one the boy, by teasing, persistence and promises has been the victor. Now when he feels himself to be approaching manhood, he has ceased to coax; he demands and follows up his demands by action. He has been humored in almost every whim by both parents, and mercilessly nagged by one. Sometimes he has been ridiculed, sometimes reproved in public to his great mortification, for he is a spirited boy, always followed by concessions from parents, amounting to apologies. Is it any wonder that he has become sullen, indifferent and disposed to be ugly? The mighty forces of his will and energy are swelling within him, forces he does not himself understand. This resentment has been awakened by what he considers an injustice done him, in fault-finding, scolding and nagging. Only love and patience can overcome his unfortunate training. He is the idol of his mother who would do for him to the utmost of her power, but this very devotion has helped to make him what he is—a disobedient, unfilial son. Yielding to his will when she would have preserved her authority by reason, calmness and firmness. This class of mothers are by far too common in our world; a sentimental weakness leads them to yield their judgment and authority to many a child's undoing.—Mrs. S. E. Buchanan.

What American Girls Need.

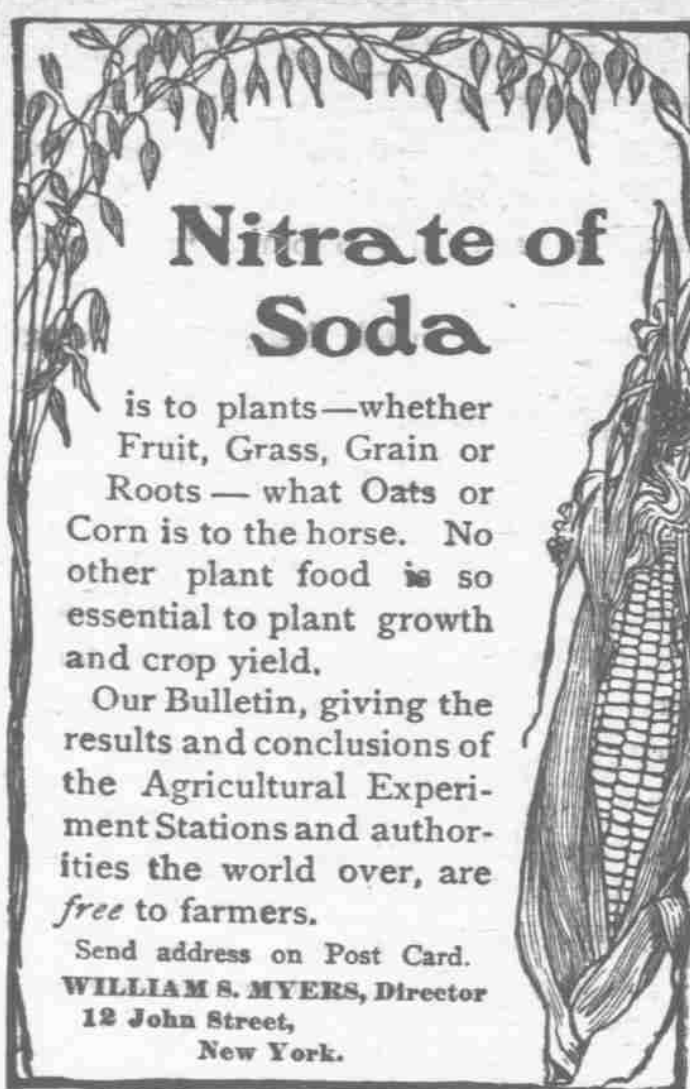
What American girls need is a high ideal—shall I say a new ideal?—of womanhood.

To be pretty, to be daintily dressed, to be courted, flattered and coddled is the dream of most girls. The dream must be replaced by determination, energy and effort to be a helpful, hopeful, useful member of society. Womanly beauty and charm will grow of itself when character has been formed on lines of eternal truth, self-reliance and graciousness. Every girl should be helped at home and in school, before she is far in her teens, first to become an expert in all the work which centers in the home and in the care of the wardrobe, and second to study some occupation, trade or profession by which she can earn a comfortable living for herself and those who may be dependent upon her. I put domestic work first because, no matter what her wage-earning occupation may be, or no matter what riches she may seem to have in reality or in prospect, every girl should be practically prepared to be the wife of a poor man. In no other way than by strict training in cooking, laundry-work and general housekeeping, plain sewing and dressmaking, can such preparation be made. This doesn't sound romantic, but it is really dictated by the very heart of romance; namely, belief in marriage for love, and for love alone. "Love in a cottage," in a cabin—nay, in a city tenement, and a flat besides—is a reality; but when a slattern sits by the fire, when a peevish woman serves burnt fried steak every day, when unkempt children clamor and the window-shades are all awry, then poor Love flies away and never comes back, and to our helpless, dreaming girl how hard the reality seems!—February Woman's Home Companion.

By all means send your children to school regularly. If you haven't the money to dress them finely, clothe them warmly, and that is all that is necessary. Give them the very best education possible for you to give them, and then should the parents die, and they are left in this world without means, their education will carry them safely over rough places in life. Teach your children to be active, helpful and loving. There is always a place for the educated boy or girl who is not afraid to work.—C. C. Hubbard, Cuydon, Ind.

ROBBED THE GRAVE.

A startling incident, is narrated by John Oliver of Philadelphia, as follows: "I was in an awful condition. My skin was almost yellow, eyes sunken, tongue coated, pain continually in back and sides, no appetite, growing weaker day by day. Three physicians had given me up. Then I was advised to use Electric Bitters; to my great joy, the first bottle made a decided improvement. I continued their use for three weeks, and am now a well man. I know they robbed the grave of another victim. No one should fail to try them. Only 50 cents, guaranteed, at all druggists.



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Trains leave Raleigh as follows:

- No. 50. NORTHBOUND.
1.20 a. m. "Seaboard Express." For Norfolk, Portsmouth, Richmond, Washington, Baltimore, Philadelphia, New York, Boston and all points North, Northeast and Northwest.
- No. 38.
11.15 a. m. "Seaboard Local Mail." For ALL POINTS from Raleigh to Portsmouth, Norfolk to Richmond; connects at Henderson for Oxford and Weldon with A. O. L.; at Portsmouth-Norfolk with ALL STEAMERS for points North and Northeast.
- No. 66.
11.50 a. m. "Seaboard Mail" for Richmond, Washington, Baltimore, Philadelphia, New York and Boston. Connects at Richmond with C. and O. for Cincinnati, Chicago and St. Louis; at Washington with Pennsylvania and B. and O. for all points.
- No. 57. SOUTHBOUND.
5.25 a. m. "Seaboard Express." For Charlotte, Atlanta, Columbia, Charleston, Savannah, Jacksonville, St. Augustine, Tampa and all points South and Southwest.
- No. 41.
4.00 p. m. "Seaboard Local Mail." For Charlotte, Atlanta and all local points. Connects at Atlanta for all points South and Southwest.
- No. 27.
6.27 p. m. "Seaboard Mail." For Southern Pines, Pinehurst, Atlanta, Columbia, Charleston, Savannah, Jacksonville, Tampa and all points South and Southwest.

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PARLOR CAR SERVICE.

The Seaboard Air Line Railway has inaugurated Parlor Car service tri-weekly between Washington and Hamlet on trains Nos. 27 and 66, which pass Raleigh, southbound, at 6.55 p. m.; northbound 11.50 a. m.

Parlor Car operated south on Mondays, Wednesdays and Fridays; north Tuesdays, Thursdays and Saturdays. Seats in this car are 25 cents to Southern Pines, 50 cents to Hamlet, 50 cents to Henderson, 75 cents to Richmond, and \$1.00 to Washington, D. C.

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SOUTHERN RAILWAY

In effect January 13th, 1903.

This condensed schedule is published as information and is subject to change without notice to the public.

TRAINS LEAVE RALEIGH, N. C.

12.50 A. M. No. 111 daily for Greensboro and local points. Carries Pullman sleeper Raleigh to Greensboro, open for occupancy at 9.00 p. m., connecting at Greensboro with train No. 39, "Atlanta Express," Pullman sleeper and day coaches to Atlanta, Pullman Tourist sleeper to San Francisco Cal., Tuesdays, Thursdays and Saturdays via New Orleans and Southern Pacific. No. 33, "Florida Express," for Charlotte, Columbia and Savannah. Pullman sleeper to Jacksonville, Fort Tampa, Charleston and Augusta connections for all points in Florida. No. 37, "Washington and Southwestern Limited," solid Pullman train drawing room sleepers, New York to New Orleans and Memphis, connection is also made for Winston-Salem, Wilkesboro, Danville and local stations 5:20 a. m. No. 112 daily for Goldsboro and local stations; connecting at Goldsboro with Atlantic Coast Line for Wilmington, N. C., Wilson, N. C., Tarboro, N. C., Norfolk, Va., and intermediate stations, also at Goldsboro with Atlantic and North Carolina Railway for Kinston, N. C., Newbern, N. C., and intermediate stations.

8.56 A. M. No. 107 daily for Greensboro and local stations, connects at Durham for Oxford, Henderson, Keyville and Richmond. At University Station for Chapel Hill daily except Sunday. At Greensboro with train No. 39, U. S. "Fast Mail" for Washington and all points north; Pullman drawing room sleepers to New York and Richmond; close connection for Winston-Salem, Mocksville and local stations, with train No. 7 for High Point, Salisbury, Charlotte and local stations.

10.30 A. M. No. 108 daily for Goldsboro and all local points, connects at Selma for Wilson, Rocky Mount and all Eastern North Carolina points. At Goldsboro for Wilmington, Kinston, New Bern, N. C., and Norfolk, Va., where close connection is made with Chesapeake Line for Baltimore and all other outgoing steamers.

2.52 P. M. No. 135 daily for Greensboro and intermediate stations; connects at Durham for Oxford, Clarksville, Keyville daily except Sunday. At University Station for Chapel Hill daily except Sunday. At Greensboro with train No. 29 for Columbia, Augusta, Savannah, Charleston, Pullman sleeper and first-class coaches Washington to Jacksonville, Fla. No. 35 "U. S. Fast Mail" for Atlanta and all points south and southwest, Pullman drawing room sleepers to Birmingham and New Orleans, day coaches Washington to New Orleans, also with north bound trains, No. 34 and 38 for Washington and all points north; Pullman drawing room sleepers and observation car to New York; connection is also made at Greensboro for Winston-Salem and at Salisbury to Memphis.

4.12 P. M. No. 136 daily for Goldsboro and local stations.

C. H. ACKERT, Gen'l Manager.
W. A. TURK, Pass. Traf. Manager.
S. H. CHADWICK, G. P. A.,
Washington, D. C.

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